

## Report of Survey for Repairs, &amp;c., of Engines and Boilers.

(Received at London Office)

NOV -4 1938

Date of writing Report 3 November 1938

When handed in at Local Office

10

Port of

BOULOGNE

No. in Reg. Book. Survey held at Boulogne

Date, First Survey 20th Sept. Last Survey 3 October 1938

57564 on the Machinery of the Wood, Iron or Steel

K. "EXCELLENT"

(No. of Visits 4)

Tonnage { Gross 324  
Net 124

Vessel built at Selby

By whom Cochrane &amp; Sons Ltd

When 1919 - 3.

Nominal Horse Power { 87

Engines made at Hull

By whom C.D. Holmes &amp; Co Ltd

When 1919

No. of Main Boilers I

Owners P. LEPINE

Owners' Address 28 Rue du Calvaire

(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ^

Managers do

Port Boulogne

Voyage fishing

Steam Pressure in Main Boilers 200 lbs

If Surveyed Afloat or in Dry Dock both - Slipway

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Last Report No. 721 Port Boulogne

## Particulars of Examination and Repairs (if any) Thrust-shaft.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. R.M. 16/16/38

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined ^

Was a damage report made by anyone else? If so, by whom? ^

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ^

" " Donkey " " " " ^

If this was not done, state for what reasons? ^

And what parts of the Boilers could not be thus thoroughly examined? ^

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ^

State latest date of internal examination of each boiler ^

Present condition of funnel(s) ^

Did the Surveyor examine the Safety Valves of the Main Boiler? ^

To what pressure were they afterwards adjusted under steam? ^

Did the Surveyor examine the Safety Valves of Donkey Boiler? ^

To what pressure were they afterwards adjusted under steam? ^

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ^

, and of the Donkey Boilers? ^

Did the Surveyor examine the drain plugs of the Main Boilers? ^

, and of the Donkey Boilers? ^

Did the Surveyor examine all the mountings of the Main Boilers? ^

, and of the Donkey Boilers? ^

Is screw shaft now been drawn and examined? NO Is it fitted with continuous liner? yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ^

Is shaft now been changed? ^ If so, state reasons ^

Is the shaft now fitted been previously used? ^ Has it a continuous liner? ^

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ^

State date of examination of Screw Shaft 7, 38

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft I m/m

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ^

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ^

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ^

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done DOCKING - RENEWAL OF THRUST-SHAFT

In consequence of grounding near Lovestof on the 16th September 1938 the vessel has been placed on the slipway for examination:

Propeller, stern-tube and their fittings examined &amp; found in efficient condition.

THRUST-SHAFT. On the examination the two fore thrust-shaft-collars have been found cracked in circle from 5 to 6 m/m depth.

REPAIRS NOW DONE.- Thrust-shaft removed and renewed by a new one supplied by Etablissements

Lucien JULIEN at Haumont (Nord) with a Bureau Veritas Certificat having the following characteristics

N° 72557 /B Breaking test: 41 Kos per sq. m/m. Elongation: 25 %

Bending test: 180° without showing signs of flaw or fracture. (Please see plan enclosed.)

Coupling flange holes carefully rebored and new coupling-bolts fitted. (T.O.P)

## General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, E.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

This vessel is eligible in my opinion to remain as classed without change in the machinery

notation.

Survey Fee (per Section 29) Francs £ 250:

Fees applied for

19

Special Damage or Repair Fee (if any) £

(per Section 29.)

Received by me

19

Travelling expenses (if chargeable) £

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Deferred

FRI 3 DEC 1938

FRI 3 FEB 1939

Expunge glass with Red Line

Lloyd's Register Foundation

003421-003425-0155



Steam trawler "NAZARETH"

Horse-shoes placed on a lathe and conveniently fitted to the new interval of the collars.

Repairs examined during progress and in completion of repairs. Satisfactory.

General Committee

Thursday 9<sup>th</sup> February 1939

Decision of Classing

Committee confirmed

W.H.S.



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